DYNAMITE.

war is made, the greater the tendency to shorten its duration, is perhaps not far from the truth. Nevertheless, one recognizes with something of a feeling of horror that many of the terrible means in vogue for the slaughter of the human race have their origin in investigations undertaken by scientific men with the view of increasing the knowledge or ameliorating the condition of mankind in general. This is essentially the case with the substance whose name heads this article. Invented originally for the purpose of assisting the peaceful labors of the miner and the engineer, it is now employed as the explosive agent of the torpedoes which defend the rivers and harbors of Germany against the aggressions of the French

Every one knows what glycerine is -a clear syrnpy liquid, sweet to the taste, and somewhat greasy to the touch. Its scope of employment ranges from the surgeon's dispensary to the lady's boudoir. Chemists term it a triatomic alcohol, and it may be derived from fat or tallow by the action of lime and sulphuric acid. Its properties are many and various, but as they have no bearing upon the present subject, we shall abstain from noticing them. If a quantity of nitric acid be added to twice its weight of sulphuric acid, and glycerine be poured into this, and carefully stirred—the whole being surrounded by a freezing mixture-we obtain that wonderful substance known as nitroglycerine, which has more than ten times the explosive force of gunpowder. It forms on the surface as an oily-looking liquid of a pale yellow color, is perfectly incdorous, and has skin, and small doses of it produce distressing headachea. Although practically insoluble in water, it dissolves readily in either alcohol or wood-spirit.

Nitro-glycerine was discovered in the year 1847, by an Italian, named Ascogne Sobero; but its practical application is entirely due to the researches of Alfred Nobel, a Swedish mining engineer. It does not explode when brought into contact with fire, and remains unchanged even when raised to the temperature of boiling water; but at about forty degrees Fahrenheit it becomes converted into an icy mass, which merely requires friction to develop all its explosive qualities. This peculiarity had been the cause of many lamentable accidents, when M. Nobel commenced a series of experiments with the view of rendering its employment comparatively safe. After some time, he found that mixing it with about ten per cent. of wood-spirit rendered it practically harmless, and this method is now generally adopted. When required for use, the wood-spirit can be removed, and all the properties of the nitro-glycerine restored by the simple addition of water, which, mixing with the spirit, sets free, as it were, the nitro-glycerine. The only drawback to this plan is that when the nitro-glycorine is reconverted into its original state, it is of course quite as dangerous as ever.

To obviate this, M. Nobel has invented a new mixture, which he terms "dynamite." It consists of seventy-five per cent, of ni tro-glycerine and twenty-five per cent. of very fine rand, and is a brownish-looking powder, something like sawdust, only greasy to the touch. It burns without explosion when placed in a fire or brought into contact with a lighted match. If struck with bammer on an anvil, the portion struck takes fire without inflaming the dynamite around it. As a proof of the perfect security with which it may be handled, we may mention that M. Nobel has placed a case containing about eight pounds of it (equal to nearly eighty pounds of ordinary powder) on a brisk fire, and that the dynamite was consumed without noise or shock; while a similar case was flung from a height of sixty-five feet on a hard rock without producing the slightest explosion. A weight of over two hundred pounds was then let fall from a height of twenty feet upon a box of dynamite: the box was smashed, but again there was no explo-

The usual method of firing dynamite is by means of a copper capsule containing fulminate of silver, the latter being inflamed either by the ordinary slow-match, or by the electric spark. The employment of this capsule and detonating composition is absolutely essential to the explosion of dynamite. In order to give some idea of the force developed by such an explosion, it may be mentioned that a spoonful of it placed upon a block of quartz, covered with bricks, and fired, caused the quartz to be broken up into pieces about the size of a pea, and reduced the bricks to powder. Like nitro-glycerine, dynamite congeals at a comparatively high temperature; but to restore it to its proper condition, it is only necessary to put it in a warm place, or if it is contained in closed cartridges, to plunge it into warm water.

In mining operations, dynamite possesses many advantages over nitro-glycerine, besides those already mentioned. It has been usual, for instance, to pour the nitro-glycerine in a liquid state into the holes bored in the rock for its reception; and running from these into some unknown crevice, it has frequently, when fired, produced an explosion under the very feet of the miners, causing, of course, a disastrons loss of life. To obviate this; it has been necessary to employ cartridges which do not completely fill up the bere-holes, so that a portion of the explosive force is wasted. Dynamite, on the other hand, being of a pasty consistence, yields to least pressure, and completely fills up the holes, so that a given weight of this sub stance is almost as effective as a given weight of glycerine, while at the same time it is safer even than suppowder.

It remains to be seen whether the anticipated advantages will be derived from its employment as ammunition of war.

MARK TWAIN'S ADVICE TO LITTLE GIRLS .-Good little girls ought not to make mouths at their teachers for every trifling offense. This retaliation should only be resorted to under peculiarly aggravated circumstances.

If you have nothing but a rag doll stuffed with sawdust, while one of your more fortunate little playmates has a costly china one, you should treat her with a show of kindness nevertheless. And you ought not to attempt to make a forcible swap with her unless your conscience would justify you in it and you know you are able to do it.

You ought never to take your little brother's "chewing gum" a vay from him by main force: it is better to rope him in with the promise of the first two dollars and a half you find floating down the river on a grindstone. In the artless simplicity natural to his time of life, he will regard it as a per-fectly fair transaction. In all ages of the world this eminently plausible fiction has lured the obtuse infant to financial ruin and

If at any time you find it necessary to correct your brother, do not correct him with mud-never on any account throw mud at him, because it will soil his clothes. It is

better to scald him a little; for then you [The assertion that the more destructive attain desirable results—you secure his im mediate attention to the lessons you are inculcating, and at the same time your hot water will have a tendency to remove impurities from his person-and possibly the skin also, in spots,

If your mother tells you to do a thing, it is wrong to reply that you won't. It is better and more becoming to intimate that you will do as she bids you, and then afterwards act quietly in the matter according to the dic-

tates of your better judgment. You should ever bear in mind that it is to your parents that you are indebted for your food and your nice bed, and for your beauti ful clothes, and for the privilege of staying home from school when you let on that you are sick. Therefore you ought to respect their little prejudices and humor their little whims, and put up with their foibles until they get to crowding you too much.

Good little girls always show marked deference for the aged. You ought never to "sass" old people unless they "sass" you first.

THE SIMPLE ANNALS OF THE POOR. Portugal Cove, writes our Newfoundland correspondent, I used to stroll through the village in "the gloamin," and through the open doors and uncurtained windows I could see the inmates of the cottage "at home, and learn something of their "nomely joys and destiny obscure." The lads and lasses I often met in couples, roaming about in the sweet summer evening, and in many cases, it was evident from the friendly relations between them, that a new cottage would shortly be needed. In fact, the grand passion was cropping out in this little hama sweet aromatic taste. It is poisonous, whether taken internally or absorbed through the and I pondered on that universal law of sympathy between the sexes which was at that moment drawing myriads of fishes towards the shore from the far off depths of ocean, and which, bounding and billowing in the human breast, creates the sacred ties of husband and wife, home and family; laying the foundation of States and building up family life all over the world. And as I saw through the open door the big, weather-beaten fisherman tossing his crowing baby in his strong arms, while its little fists were ciutching at his bushy whiskers, and the mother looked on its precocious performances with pride and joy, I thought that the happiness of this poor couple, who had perhaps scarcely a blanket on their bed, or more than a barrel of flour as a provision for the future, was as great as that of the lord and lady of broad acres, rejoicing over the advent of the heir of all their vast pos-Sessions.

-A Taunton, Mass., bee-keeper seems to have had rather a "sweet thing of it." During the past year he raised and sent to market a ton weight of honey.

-The novelty of a woman of forty-five running away with a youth of nineteen was recently witnessed by the loungers about the railroad depot at Detroit, Mich.

- Richard Shello, of Logansport, Ind., having falled in an effort to induce a barber to cut his throat with a razor, retired in disgust from the shop of the latter, and swallowed enough arsenie to kill a dozen men.

-Captain Norman Hurd, one of the last of the veterans who linked their fate to the Republic of Texas, died recently at Galveston. He was born at Middle Haddam, Conn., on the 31st of March, 1785.

-The Troy Press asks what has become of the Elisworth Monument Fund? "The snows of ten winters," adds that journal, "have fallen on his grave, and yet the life service of loyalty has not crystallized into a monument to mark

-A Port Huron, Mich., dealer has just returned from Liverpool, where he made a contract to deliver 10,000 barrels of apples at \$5 per barrel. He realized a net profit on the transaction of \$1.75 per barrel.

-Colonel Henry C. Wilcox, of Fall River, died suddenly at the Massachusetts General Hospital a few days ago. The deceased commanded a colored regiment at New Orleans at the time General Butler was relieved by General

-Two hundred and fifty-six feet of pier, up to the water-line, have already been constructed at Chicago with the \$50,000 appropriation made during the last session of Congress. The whole work of building a harbor refuge, it is estimated. will cost \$249,875.52.

-Mrs. Flynt, the plaintiff in the celebrated Flynt-Coolidge dress-making case at Boston, has abandoned her exceptions to Judge Reed's rulings, on which it would have been possible to carry the case to the Supreme Court, and has accepted the amount awarded by the jury, with

-A Minnesota paper, in referring editorially to the after-dinner speech of an admirer and subscriber, says:—"Mr. Barlow's inimitable style of elecution and gesticulation knocked into a cocked hat the most sublime, powerful, and successful tragic efforts of Forrest, Macready, Murdoch, Booth, and Fechter.'

-California seems to be still overstocked with young men who find it very difficult to secure situations. A gentleman recently writing from San Francisco says:-"There is not a solitary opening in the State of California, vast as it is, for another book-keeper, clerk, salesman, half-educated doctor, mining-stock broker, or general adventurer."

-A smart travelling salesman for a commercial house in New York, who made the acquaintance of a beautiful young lady of Cincinnati, at an Eastern watering-place last summer, recently stole a march upon her dilatory lover by sud-denly appearing in the native city his of charmer, and marrying her in less than hour an after arriving.

-A petition to the Legislature of Michigan asking for the passage of a law to prohibit the tying of the feet or legs of animals for transportation, is at present in circulation for signa-ture throughout that State. The object is to compel butchers and market men to provide cages or crates for conveying cattle and sheep from one point to another.

-The old-fashioned German custom of advertising the betrothal of young people was recently renewed by a Teutonic family residing at Cleveland, Ohio, in the following announcement which appeared in the Akron Germania: "The betrothal of our daughter Andrea with the printer, Mr. W. Miller, in Akron, Ohio, is hereby given notice of, H. Gentz and wife. Andrea Gentz, Wilhelm Miller, betrothed."

-The Indianapolis newspapers appear to be rather badly exercised in an endeavor to discover the standing of a mysterious individual who settled down there some time since and started an immense wholesale cracker establishment in partnership with a worthy young citizen. The individual in question halls from Boston, but having absented himself from business for some weeks past, his creditors have begun to grow suspicious, and declare that if he does not soon return they will brand him as the central figure in a swindle of no mean propor-

BOARDING.

GIRARD STREET, BETWEEN ELEventh and Twelfth and Ohesnut and Market streets. Vacancies for Families and Single Gen tiemen. Also, a suit of rooms on the second floor, furnished or unfurnished, with first-class board. Also, table board.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-sinches, with Paulins, Belting, Sail Twine, etc.

No. 10 CHURCH Street (City Stores)

RAILROAD LINES.

TERLADELPHIA AND READING RAILROAD Depot, THIRTRENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive

TRAINS LEAVE, A. M. TRAINS ARRIVE, Read g& Allent'n Way 7:30 Pottstown accom.

Harrisb'g&Potts'e Kx 100
P. M. Phila. & Pottsv'e W.

Harrisb'g&Potts'e Kx 330
Pottstown Accommo. 4 00
Read'g& Pottsv'e Ac. 4 45
ON SUNDAYS. A. M.
To Reading S00
P. M. From Pottsville 12 35 To Pottsville..... 3-15 From Reading....

The Sunday trains connect with similar trains on the Perklomen and Colebrookdale Ratiroads. For Downingtown and points on Chester Valley Railroad, take 730 a.m., 1230 noon, and 4 p. m. For Schwenksville and points on Per-klomen Rail-

For Schwerksville and points on Per-Riomen Rail-road, take 730 a.m. 1239 noon, and 4 p. m. For Mt. Picasaut and p dats on Colebrookdale Railroad take 7-30 a.m. and 4-00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 2-08 a.m. and 5-00 p. m., passing Rearing at 1-55 and 10-05 p. m., connect-ing at Harrisburg with Pennsylvanta and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Baltimore, Williamsport, etc. Sieeping cars accompany these trains through between Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3 10.

8-10, and 11-45 a. m., and 2-50 p. m. Additional train leaves New York for Harrisburg at 19 o'clock noon. particulars see Guide Books, which can be ob-

tained at No. 511 Chesnut street, and at all stations, without charge. Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolla, General Superintendent, Reading. STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines.

run close to the Depot,

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S.

GERMANTOWN AND NORRISTOWN BRANCH. Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 816, 9.05, 10, 11, 12 A. M.: 1, 2, 230, 315, 345, 405, 430, 5.05, 545, 6, 6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Germantown, 6, 6:55, 7:30, 8, 8:30, 9, 936, 10, 11, 12 a. M.; 1, 2, 2, 3:50, 4, 4:45, 5, 5:30, 6, 6:30, 7, 8, 9, 16, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9:15 a, m. 2, 4:05, 7, 10:25 p. m.

On Sundays, leave at 9:15 a.m.; 2, 4:05 7, 10:45 p.m. Leave Germantown, 8:15 a.m.; 1, 3, 6, 9:45 p.m. Passengers taking the 6:55, 9 a.m., and 6:30 p.m. trains from Germantown, will make close connection with the trains for New York at Inter-Section Station.
CHESNUT HILL RAILROAD.-Leave at 6, 8, 10, 12

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2:30, 3:45, 5:45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:49, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOUCKEN AND NORRISTOWN.—Leave at 6, 7:20, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15 8:95, 19, 11:45 p. m. Leave Norristown at 5:30, 6:25 7, 7:45, 8:50, 11 n. m.; 1:30, 3, 4:30, 6:15, 8:9:30 p. m. On Sandays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1. 5:30, 9 p. m.

FOR MANAYUNE.—Leave at 6, 7:20, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:10, 8:96, 10, 11:45 p. m. Leave 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a.m.; 2, a:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m. FOR PLYMOUTH.—Leave at 5 p. m. Leave Plymouth at 6:45 m.

mouth at 6.45 a. m.
The 7.45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.
Passengers taking the 7-12, 2-95 a.m., and 6-30
p. m. trains from Ninth and Green streets will
make close connections with the trains for New York at Intersection Station. The 8-30 a. m., 12-30 and 5 p. m. trains from New

York stop at Intersection Station.

NORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LIHIGH AND WYOMING VALLEYS, NORTHER AND INTIRIOR NEW YORK, BUFFALO, CORRY, RICHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
WINTER ARRANGEMENT.

Takes effect November 21, 1870.
Fifteen Daily Trains leave Passonger Depot, excepted), as follows:7:00 A. M. (Accommodation) for Fort Washing-

At7.35 A.M. (Express), for Bathlehem, Easton, Allentown, Mauch Chunk, Wilkosbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Wayerley Emilia, and income, Pittston, Towanda. verley Elmira, and in connection with the eRIE RAIL WAY for Buffalo, Niagara Falls, Ro Cleveland, Chicago, San Francisco, and all points

n the Great West

16 25 A. M. (Accommodation) for Doylestown.

19 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesparie, Pittston, Seranton, Hackettstown, Schooley's Mountain, and N. J. Central and Norris and Easter Railreads. Morris and Essez Railroads.

Morris and Essez Railreads.
11 A. M. (accommodation) for Fort Washington
115 and 520 and 8 15 P. M., for Abington.
1145 P. M. (Express) for Bethleham, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilses. barre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown.
At 3-20 P. M. (Bethlehem Accommodation) for lethlehem, Easton, Allentown, Coplay, and

Mauch Chunk. 4-16 P. M. (Mail) for Doylestown. 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale

11:80 P. M. (Accommodation) for Fort Washing-The Fifth and Sixth streets, Second and Third streets, and Union Eines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 85 A. M.; 2 15, 5 05, and Doylestown at 6 25 A M., 4 40 and 6 35 P. M.

Lansdale at 7.30 A. M.,
Fort Washington at 9.20 and 11.20 A. M., 3.10 P. M.
Ablagton at 2.35, 6.65, and 9.35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Phitadelphia for Loylestown at 2.00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4.00 P. M.
The sold and baggage checked through to Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Nov. 21, 1879. ELLIS CHARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.
WINER TIME TABLE.
On and after MONDAY, November 21, 1876, the trairs on the Philadelphia and Eric Railroad will run at follows:-

mail Train ieaves Philadelphia 9 40 P. M.

Williamsport 7 25 A. M.

arrives at Erie 7 49 P. M.

ERIE EXP. ESS leaves Philadelphia 12 20 P. M.

Williamsport 8 25 P. M. eLMIRA MAIL leaves Philacelphia - 0.39 A. M.
Williamsport 6-25 P. M.

arrives at Look Haven 7.60 P. M. HASTWARD. MAIL TRAIN leaves Erie - - 8:40 A. M.
Williamsport - 10:40 P. M.
arrives at Philadelphia 6:40 A. M. ERIE EXPRESS leaves Erie . Williamsport arrives at Philadelphia 5 30 ELMIRA MAIL leaves Lock Haven - 816 Williamsport arrives at Philadelphia 5 30 BUFFALO EXP. leaves Williamsport 12 35 A. M Sunbury 2 30 A. M "arrives at Philadelphia 9 40 A. M Express Mail and Accommodation, east and west connect at Corry, and all west bound trains and

WEST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870 ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 11-20 A. M., 2-30,
6-15, and 11-30 P. M. Stops at all stations.
For West Chester at 440 P. M. This train stops
only at stations between Media and West Chester
(Greenwood excepted)

Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad, WM. A. BALDWIN,

General Superintendent.

(Greenwood excepted).
For B. C. Junction at 4:10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media Greenwood excepted). From B. C. Junction at 8:40 A. M. Stops at all stations.
ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. W. C. WHEELER, Superintendent.

RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., tor Amboy and intermediate stations.

At 6:30 A. M. and 2 P. M. for Farmingdale.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8:30 and 4 P. M. for

At 6:30, 8, and 10 A. M., 12 M., 2, 3:36, 8, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. r Fish House. The 11-30 P. M. line leaves from Market Street Ferry (upper side).

PROM WEST PHILADELPHIA DEPOT.

At 7:80 and 9:45 A. M., 1:30, 3:10, 4:30, 6:45 and 12
P. M., New York Express Lines, and at 11:80 P. M.,
Line, via Jersey City.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45, and 12 . M. for Trenton. At 9 48 A. M. 1 20, 6 45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Tulitytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9-45 A. M., 6-45 P. M., and

FROM RENSINGTON DEPOY. At 7-30 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristol, and at 0-30 A. M. and 6 P. M. for At 7:30 A. M., 2:80, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 9 30 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and

Holmesburg Junction.

At 7 A. M., 12-30, 8-15, and 7-30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9-30 A. M., 12-30, 2-30, 5-15, 6, and 7-30 P. M. for Tacony, Wissignming, Bridesburg, and VIA BELVIDERE DELAWARE RAILROAD. At 780 A. M. for Niagara Falls, Buttato, Dun-

kirk, Einira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 530 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.
At 5 P. M. for Lambertville and intermediate stations. FROM MARKET STREET PERRY (UPPER SIDS),

VIA NEW JERSEY SOUTHINGS RAILROAD At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMDEN AND BURLINGTON COUNTY RAILROAD. At 7 and 11 A. M., 1, 230, 830, 6, and 630 P. M., and on Thursday and Saturday nights at 11:30 P.

M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2'30 and 6'30 P. M. for Lumberton and Medford. At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 A. M., 1 and 3-30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-

own, tream Ricke, Imlaystown, Sharon, and WM, H. GATZMER, Agent. DRILADELPHIA, WILMINGTON. AND BAL-

PHILAPED HAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1879.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations.
Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad. at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11'45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Ciaymont, Wilmington, New-port, Stanton. Newark, Eikton. North East, Charlestown, Ferryville, Hayre-de-Graco, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (Dally), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wlimington, Newark, Elston, North East, Perryville, Havre-de-Grace, Perryman's, and Magnotia. man's, and singuotia.

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

and Wilmington. Leave Philadelphia at 11:90 A. M., 2:30, 5:00, ant 7:00 P. Bi. The 5:00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:06, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the M. and 4 80 P. M. trains for Baltimore Con-From Baltimore to Philadelphia,-Leave Balti-

From Saltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mali: 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perrynan's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymout, Lin-

Stanton, Newport, Wilmington, Claymout, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove
and intermediate stations at 8 00 A. M.; returning,
left West Grove at 5 55 P. M.

Through tickets to all points West, South, and
Southwest may be procured at ticket office, No. 528
Chesnut street, under Continental Hotel, where
also State Rooms and Berths in Sleeping Cars can
be secured during the day. Persons purchasing
tickets at this office can have baggage checked at
their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent. H. F. KENNEY, Superintendent

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
EFTWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning
and

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN will be furnished with

will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADRIPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street,

at 6.45 A. M. Accommodation and 4.36 P. M. Express. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

Traveller's" and "Appleton's Guides."
6 27
C. L. KIMBALL, Superintendent

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
OB and after MONDAY, October 8, 1870, trains will run as follows:

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2:30 P. M.
For Chadd's Ford and Chester Creek Rallroa For Oxford on Saturdays only, at 2:30 P. M.:
For Chadd's Ford and Chester'Creek Railroad, at 7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Saturdays only, at 2:30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia:

Leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.
Oxford at 6:05 and 10:35 A. M. and 5:39 P. M. Sundays at 5:50 P. M. only.
Chadd's Ford at 7:26 A. M. 11:28 A. M., 8:55 P. M., and 6:49 P. M. Sundays at 6:49 P. M. only.
HENRY WOOD, General Superintendent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, DEC. 4, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Markot streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Name arrests cars run within the square Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ohesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention. will receive attention.

TRAINS LEAVE DEPOT. Pittsburg Express 12-11 A. M.
Misii Train 500 a. m.
Lock Haven and Elmira Express 940 A. M.
Paoli Accommodation, 10-10 A. M. & 1-10 and 7-10 P. M.
12-40 P. M. Harrisburg Accommodation Lancaster Accommodation Parkesburg Train Cincinnati Express . . . Eric Mail and Buffalo Express . . . Hrie Mail leaves daily, running on Saturday night to Williamsport only. On Sun lay night passengers will leave Philadelphia at 10 to P. M. Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 5'49 A. M.; airives at Paoil at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-

rives at Paoli at 7-40 P. M.
Sanday Train No. 1 leaves Paoli at 6-50 A. M.;
arrives at Philadelphia at 8-10 A. M. Sunday
Train No. 2 leaves Paoli at 4-50 P. M.; arrives at Philadelphia at 8 20. TRAINS ARRIVE AT DEFOT.
Cincinnati Express . 3 10 A. M.
Philadelphia Express . 7 09 A. M.

Frie Mail Paoli Accommodat'n, 8:10 a. M. & 3:50 & 6:40 P Lancaster Train Brie Express
Lock Haven and Elmira Express Southern Express 545 P. M.
Harrisburg Accommodation 940 P. M.
For turther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. GASSATI,
4'29 General Superintendent, Altoona, Pa. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD .- CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains vill run as fellows:--Leave Philadelphia from depot

of P. W. & B. R. R., corner Broad street and Wash For Port Deposit at 7 A. M. and 4:30 P. M. For Oxford Wednesdays and Saturdays only at For Chadd's Ford and Chester Creek Railroad at

For Chadd's Ford and Chester Creek Raifroad at 7 A. M., 10 A. M., 430 P. M., and 7 P. M. Wednesdays and Saturdays only 230 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 430 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore.

Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M., Sundays at 5:30 P. M. only. Chaod's,Ford/at 7:26 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for ie same. 103 General Superintendent,

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:—From oot of Market street (upper ferry) 8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 11 46 A. M., Woodbury Accommodation. 3:15 P. M., Passengerior Cape May, Millville, and way stations below Glassboro. 3.80 P. M., Passenger for Bridgeton, Salem,

Swedesboro, and way stations, 5:30 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

NEW PUBLICATIONS.

ZELL'S ENCYCLOPEDIA. DICTIONARY, AND GAZETTEER

Is now fast approaching completion. The price for the entire work, unbound, will still remain for a limited time as originally announced, namely, \$95. As it has been found advisable to increase the size of the original work about 200 pages beyond the number at first proposed, those who purchase or subscribe Now will get the benefit of this addition without charge, otherwise they will be obliged to pay for the same. This book is a complete and una-bridged dictionary of the English language, as good as the bost, a Gazetteer of the World, and a more complete, newer, and fresher Encyclopedia than any now in print: the price is lower than that of any other Encyclopedia—and but a little above that charged for an Unabridged Dictionary or a Gazet-teer alone—and being the latest and begun and completed within the short space of two years—not drawing through an unlimited number of years, as has always heretofore been the case with works of this magnitude-it must necessarily be by far the newest in point of information, as, for example the article Napoleon is brought down to his sarren der, Prossia to the present war, etc.—and the populations are given either in accordance with recent State Census or that of the General Census of this year, or from other reliable information, and every pains taken to make the information given new and

10 18 tuth2m] T. ELLWOOD ZELL, Publisher, Nos. 17 and 19 S. SIXTH Street, Philadelphia. COAL.

ANTERACITE COAL. Per Ton of 2210 Lbs., Delivered.

LEBIGH-Furnace, \$7 50; Stove, \$7-75; Nut, \$6 50. SCHUYLKILL-Furnace, \$6 50; Stove, \$6:75; Nat,

SHAMOKIN-Grate, \$6:75; Stove, \$7; Nut, \$6.

EASTWICK & BROTHER, Yard corner TWENTY-SECOND Street and WASH

INGTON Avenue,

Office, No. 228 DOCK Street. POTHERMEL & MANNING. LEHIGH AND SCHUYLKILL COAL.

Depot N. E. Corner NINTH and MASTER. Offices, { 43 South THIRD Street, 794 SANSOM "

\$4.75 FOR A LONG TON OF NUC COAL, TWENTY-SECOND Street and WASHINGTON AVENUE. TON Avenue.

OPTICIANS.

SPECTACLES. Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing instruments, at reduced prices.

JAMES W. QUEEN & CO., No. 924 CHESNUT Street, PHILADELPHIA

SHAPTING PULLEYS, SELF-OILING AD-No. IT South EIGHTEENTH Street

AUD FION SALES,

M 159 and 141 S. FOURTH Street. SUPERIOR DUTCH FLOWER ROOTS.

December 7, at 3 o'clook, at the Auction Rooms, three cases Dutch Flower Roots, Hyacintha, Tulipa, 2 6 2t

Superior Household Furniture, Two Rosewood Pianes, Mirrors, Wardrobes, Bookcases, Office Furniture, Fine Hair Mattresses, Feather Beds, China, Glassware, Chandeliers, Sewing Machines, Stoves, Fine Velvet, Brussels, and other Carpets, etc.

and other Carpets, etc.
On Thursday Morning,
December S, at 9 o'clock, about 650 lots superior
household furniture, comprising a general assort12 6 %

TO PHYSICIANS, DRUGGISTS, AND OTHERS.
GOOD-WILL, STOCK OF DRUGS AND FIX-TURES OF A PHYSICIAN'S OFFICE. Dec. 3, at 10 o'clock, at No. 237 S. Ninth street, the grod-will, complete set of drugs and fixtures of the office of a physician, now having an extensive practice. May be examined between 9 and 11 A. M. 1269t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Chesnut Street; rear entrance No. 1107 Sansom street.

SALR OF VALUABLE MEDICAL AND MISCRI-LANEOUS BOOKS PROM A PRIVATE LIBRARY. On Thursday Afternoon. At 2% o'clock, at the auction store, No. 1110 Chesnut street, will be sold, by catalogue, a collection of valuable Medical Works, including the Text Books; also, Miscellaneous Books, English and American

Catalogues will be ready and the books can be examined on the morning of the day of sale. 1262t

Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [12 2 5t

On Thursday Morning, [12 2 5t December 8, at 18 o'clock, on four months' credit. IMPORTANT SALE OF CARPETINGS, CRUMB CLOTHS, OIL CLOTHS, ETC. On Friday Morning, December 9, at 11 o'clock, on four months' credit,

about 200 pieces ingrain, Venetian, list, hemp, cot-tage, and rag carpetings; qil cioths, rugs, etc. 1235t LARGE SALE OF FRENCH AND OTHER EU-

ROPEAN DRY GOODS, On Monday Morning, December 12, at 19 o'clock, on four months' SALE BY ORDER OF ASSIGNEE IN BANK-

RUPTCY. Will be sold On Thursday Morning, December 15, on four months' credit, by order of assignce in bankrupter, the entire stock of a DRY GOODS JOBBING HOUSE.

velveteens, etc. MARTIN BROTHERS, AUCTIONERRS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

comprising dress goods, shawls, cloths, cassimeres,

SPECIAL SALE OF FINE SILVER-PLATED WARE,

On Wednesday Morning, Dec. 7. at 10% o'clock, at the auction rooms. No. 704 Chesnut street, by catalogue, a very fine assort-ment of elegant sliver-plated ware, emoracing every choice style and nattern. The goods were made for first-class store sales.

Positive Sale by Order of Importers to Close a FOREIGN ACCOUNT.
FRENCH BRONZE CLOCKS, STATUES AND GROUPS, Agate and Amarmo Vases, Bisquet Figures, Alabaster Groups and Statuettes, etc.

On Thursday Morning, December 8, at 10% o'clock, at the auction rooms, No. 704 Chesnut street, a choice invoice of the above fine goods of latest importations. Also, 2 very large Hebe Vases, with fine carvings. May be examined with catalogues, on Wednes-day, Dec. 7.

SALE OF FINE HOLIDAY GOODS. On Friday Morning, December 9, at the auction rooms, No. 704 Chesnut street.

BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE,

No. 230 MARKET Street, corner of Bank street,

Cash advanced on consignments without extre

Twelfth Fall Trade Sale American and Imported Furs, Robes, Lap Biankets, etc. On Friday Morning, December 9, at 10 o'clock. MONCERT HALL AUCTION ROOMS, No. 1915

T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms.

No. 1919 Chesnut street, every Monday and Thursay. For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

CITY BAZAAR AND TATTERSALL'S, CITY BAZAAR AND TATTERSALLS,
No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the weather Gentlemen's private establishments disposed of

at public or private sale to the best advantage, and a general assortment of Hotses, Carriages, Har-ness, Etc., to suit the need of all classes of purconsers, constantly on hand. Carriages taken on Storage. Superior Stabling for Horses on sale or at livery.

Ontside Sales solicited and promptly attended to.
Liberal advances made on Horses, Carriages, and
arness.

DOYLE & NICHOLS. Aucuoneers.

PROPOSALS DROPOSALS FOR THE ERECTION OF PUL-LIC BUILDINGS. OFFICE OF THE COMMISSIONERS FOR Proposals will be received at the Ore of the President of the Commission, No. 129 S. S. VENTE Street, until December 31, 1870, for the following materials and labor :-

1. For excavations for cellars, drains, dacts, foun-

dations, etc., per cubic yard.

2. For concrete foundtions, per cubic foot.

3. For foundation stone, several kinds, laid per perch of twenty-five feet, measured in the walls.

4. For hard bricks per thousand, delivered at Broad and Market street during the year 1871.

5. For undressed granite per cubic foot, specifying the kind. 6. For undressed marble per cubic foot, specify ing the kind.

ing the kind.

7. For rolled iron beams (several sizes), per lineal yard of given weight.

The Commissioners reserve to themselves the right to reject any or all of the proposals, right to reject any or all of the proposals, right to reject any or all of the proposals, right to reject any or all of the proposals, to the President of the Board, or to the Architect, to the President of the Board, or to the Architect, John McArthar, Jr., at his office, No. 2058, SIXTH Street.

Street.
By order of the Commission.
JOHN RICE, President. CHAS. R. ROBERTS, Secretary.

OTICE.—SEALED PROPOSALS, INDORSED

OTICE.—SEALED PROPOSALS, INDORSED

OF Proposals for furnishing Supplies to the Board
of Public Education," will be received at the Omee,
S. E. corner of SIXTH and ADELPHI Streets, addressed to the undersigned, until TUESDAY, bedressed to the undersigned, until TUESDAY, beall BOOKS and STATIONERY to be used in the
all BOOKS and STATIONERY to be used in the
all BOOKS and STATIONERY to be used in the
The proposals must state the price and quality of
the Books and stricles of Stationery proposed is be
furnished, and accompanied by a sample of claim
tem. The Committee reserve the right to reject a 1
item. The Committee reserve the right to reject a 1
item. The Committee reserve the Board can be seen
books, etc., as authorized by the Board can be seen
the Secretary's Omce.

By order of the Committee on Supplies.

N. J. HOFFMAN.
Chairman.

N. J. HOFFMAN. Chairman. 1110 29 D6 13

NOTICE SEALED PROPOSALS INDORSED OTICE.—SEALED PROPOSALS INDORSED
"Proposals for Supplying Blanks to the Board
of Public Education" will be received at the office,
southeast corner of SIXTB and ADELPHI Streets,
addressed to the undersigned, until December 13,
at 12 o'clock M., for the supply of all Blanks required
for the Public Schools for the year 1871.
A sample of the Blanks authorized by the Board
can be seen at the Secretary's office.
By order of the Committee on Supplies.
N. J. HOFFMAN,
Chairman.

11 16, 28, 30, D 19

TUMBREILAS CHEAPEST INTHE CITY DIXON'S, No. 21 S. EIGHTH Street. to it cate